Abstract

A method for the adaptive control of distance and/or driving speed of a motor vehicle, a control device being able to control an engine of the motor vehicle in at least a first operating mode and a brake of the motor vehicle in a second operating mode, a transition being made from the first operating mode to the second operating mode and vice versa as a function of determined quantities ($a_{Setpoint}$, a_{Drag}, $a_{Hysteresis}$).

(Figure 4)